



Title VI Notice to Public

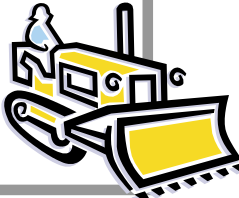
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Please Mail or Fax to:

Washington State Department of Transportation
Attention: Keith L. Martin, Project Engineer
2714 North Mayfair Street
Spokane, WA 99207-2090
Phone: (509) 324-6091
Fax Number: (509) 324-6099
Or via e-mail: SR395NSC@wsdot.wa.gov



We're on the Web:
www.wsdot.wa.gov/
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Click on "North Spokane Corridor"

Washington State
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Eastern Region
2714 North Mayfair Street
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Informal Open House

DATE
September 25, 2001

TIME
4:00 p.m. - 8:00 p.m.

LOCATION
Spokane Community College - Lair Building

WSDOT staff will present the design alternatives for the NSC from I-90 (including the collector/distributor system) to the Spokane River.

Please stop by any time as there will be no formal presentation.

Fall 2001
Groundbreaking
Issue

Breaking Ground...

On August 22, 2001, the Washington State Department of Transportation (WSDOT) held a groundbreaking ceremony for the long envisioned North Spokane Corridor (NSC). Formerly known as the North-South Freeway, this corridor project provides a transportation facility that will have the flexibility to adapt over time with the region's increasing mobility needs. This project is moving forward in partnership with local citizens, the City of Spokane, and Spokane County.

The event was held near the Mead Royale Mobile Home Park, located between Farwell Road and Hawthorne Road, with an estimated 400 people in attendance. Guest speakers included Representative George Nethercutt, Judy Olson on behalf of Senator Patty Murray, WSDOT Secretary of Transportation Doug MacDonald, Washington State Transportation Commission Chair Chris Marr, WSDOT Eastern Region Administrator Jerry Lenzi, Whitman/Hillyard Neighborhood Chairperson Paul Hamilton, former city councilman Mike Brewer, Inland Northwest Associated General Contractors President Steve Robinson, Spokane Regional Chamber of Commerce Chair Bill Robinson, and Office of Trade and Economic Development Technical Specialist Terry Lawhead.

Drivers of the future, ages three to seven, ceremoniously broke ground first using toy Tonka bulldozers.

A short distance away, S.A. Gonzales Construction Company,



Madisen Cebriak, along with other drivers of the future, ceremoniously breaks ground on the long awaited North Spokane Corridor. Avion Balloon Company's "SPOKANE AT ITS BEST" makes a memorable backdrop for this historic event.



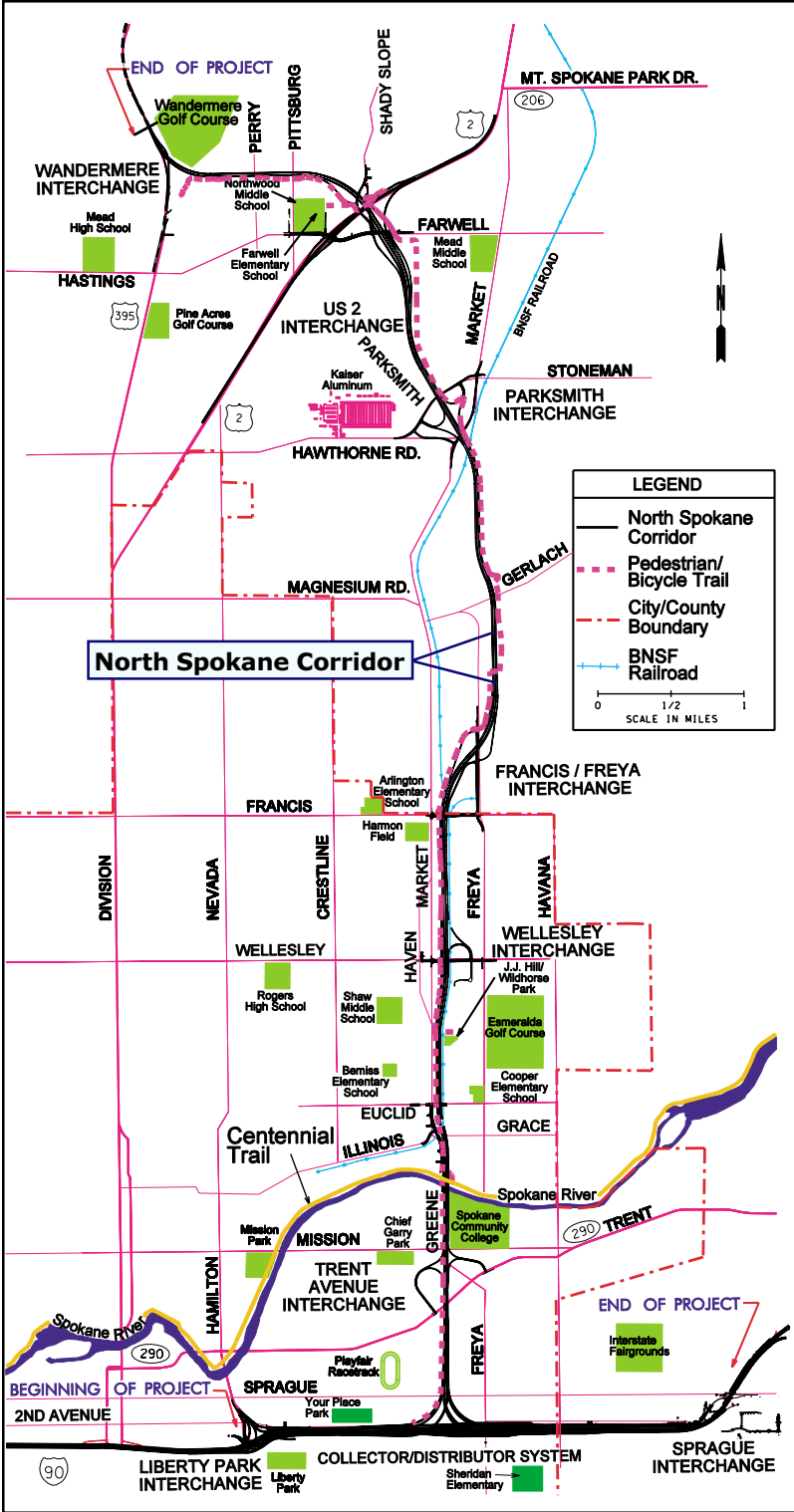
Representative George Nethercutt and WSDOT Secretary of Transportation Doug MacDonald enthusiastically show their support for the North Spokane Corridor Project.

contractor for the first construction project, then broke ground using a Caterpillar D10 bulldozer to get construction underway.

The NSC promotes the use of alternate transportation modes by providing a new pedestrian/bicycle trail system from the I-90 vicinity to Wandermere, high occupancy vehicle lanes, park-and-ride lots, and reserves enough right-of-way for a future light rail line or other high-capacity transit.

We are at a critical time in our region's history where our ability to function and grow as a community will depend on the transportation facilities we initiate today and complete over the next several years.

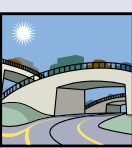
North Spokane Corridor Map



How will the public know what changes are being proposed?

As development of this project continues, changes that result from further refinements of the corridor route will be presented to the public through newsletters, neighborhood meetings, informal open houses, and public hearings. For brief updates, you are always welcome to stop by our project office, phone, send e-mail, or visit our web page.

Corridor Development Continues....



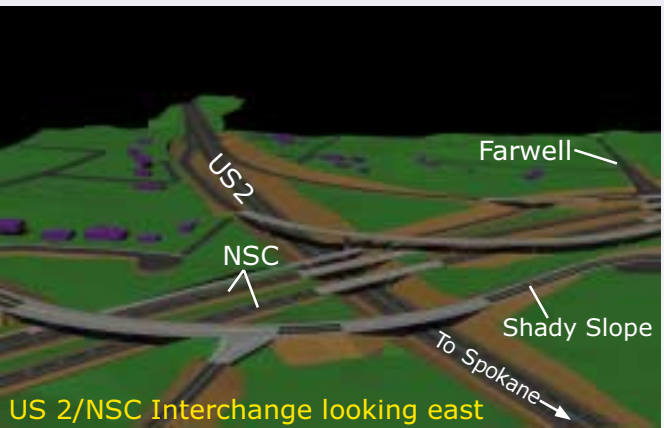
This project is being developed in two major phases: Spokane River north to Wandermere and I-90 to the Spokane River, including a collector/distributor (C/D). A C/D is a limited access parallel roadway that reduces the number of freeway entrances and exits for the purpose of removing conflicts between the entering and exiting of local traffic.

Spokane River to Wandermere:

In November 2000, the Federal Highway Administration (FHWA) issued a Record of Decision concurring with WSDOT in the selection of the Preferred Alternative for the NSC between the Spokane River and US 395 at Wandermere. The Record of Decision was the final approval required prior to the purchase of property for the NSC north of the Spokane River.

Hawthorne Road to US 2 Vicinity - Grading

On August 22, 2001, construction began on the first section of the long awaited NSC. This first grading project was awarded to S.A. Gonzales Construction Company, who anticipates completing the work sometime in late Spring 2002.



US 2 Interchange - Redesign

The US 2 Interchange in the vicinity of Shady Slope Road has been revised due to groundwater constraints. In the revised design, the NSC will pass over the lowered US 2 between Farwell Road to just north of Deadman Creek, which will allow the NSC to pass over US 2 in the vicinity of Shady Slope Road. Other items of work will include bridges, drainage, and pavement activities. This project will be ready for bid by Summer of 2002, and will begin shortly thereafter, provided construction funds are available.

Realignment: Lincoln Road to Hawthorne Road

As a result of additional geotechnical investigations, it has been determined that the current mainline alignment through this area, as published in the 2000 Final Supplemental Environmental Impact Statement and Findings and Order Plan, is cost prohibitive to construct due to geologically

unstable soil conditions. The revised alignment was presented to landowners and other stakeholders on June 26, 2001. New limited access plans and updates to various affected environmental elements are presently being developed. An Opportunity for Hearing will be published Fall 2001, which may result in a formal Limited Access Hearing for just those affected by this approximate 1.7 mile change in the NSC alignment.

I-90 to Spokane River:

NSC design refinements to the 1997 Final Environmental Impact Statement (FEIS) alignment continue south of the Spokane River. Selection of a refined preferred alternative by Winter 2001/2002 will be based on the overall reduction of environmental impacts, traffic operations, cost, and public input. The Limited Access and Design Hearings for the area of the I-90 C/D system to the Spokane River are anticipated in Spring 2003.

What will be done in the next few months?

During the next few months engineers will begin developing contract plans for the second anticipated construction project on US 2 between Farwell Road and Deadman Creek. Preliminary design work for the area south of the Spokane River will become more focused towards the selection of a revised preferred alternative. New limited access plans will be developed for the 1.7 mile realignment between Lincoln Road and Hawthorne Road.

What is the latest on NSC Funding?

This past spring the Washington State Legislature approved a 2001-2003 biennial transportation budget that allocated \$3.5 million for continued design work and \$14 million for continued right-of-way acquisition. We continue to seek additional funds through all available sources and are hopeful that the project will again receive federal funds through the National Corridor Planning and Development Program. Because this project is being developed under federal environmental guidelines and is part of the National Highway System, it is eligible for up to 86% Federal Highway matching funds.

Pedestrian/Bicycle Trail

One of the many benefits of this corridor is the incorporation of a pedestrian/bicycle trail system. This recreational and commuter trail is approximately 10 miles long, starting in the vicinity of I-90 and ending at Wandermere. The NSC trail system will provide a convenient connection to the Centennial Trail, Spokane Community College, and park-and-ride lots along the corridor route. The pedestrian/bicycle trail will include a crossing of the Burlington Northern/Santa Fe Railroad tracks and the NSC at Garland Avenue and a crossing in the vicinity of the Farwell Road/US 2 Interchange. The trail will maintain pedestrian access to neighborhoods, county play fields, and local schools: Cooper Elementary, Bemiss Elementary, Shaw Middle School, Northwood Middle School, and Farwell Elementary.

Property Purchasing Continues

With \$14 million available for right-of-way acquisitions, the Eastern Region Real Estate Services Office is continuing to purchase properties needed for the project.



Property Acquisition Process

Real Estate Services is charged with the responsibility to acquire the needed property and assure the acquisitions are accomplished within the law. Eminent domain laws require the government to pay just compensation (reasonable payment) for the property needed for public uses. Engineering first creates the right of way plan sheets that show the areas needed to build the highway project. Real Estate Services then follows the process outlined below to acquire the property:

1. A real estate appraiser determines the market value of the property.
2. A review appraiser checks the appraiser's work and issues a "Determination of Value", which is the just compensation (or amount of money) that will be offered to the property owner.
3. An acquisition agent will contact the owner with the offer to purchase and explain the owner's rights under the law.
4. If a residence or business is acquired by the state, the owner or tenant may be entitled to relocation benefits. A relocation agent will advise and assist in all aspects of relocation.
5. After payment for the property has been made, the property management agent will accept the possession of the property and ensure its security.

Three booklets are available that provide more detail into the acquisition and relocation processes. Copies may be requested by contacting Real Estate Services at (509) 324-6286.

Project Objectives:

- Acquire all right-of-way and limited access between I-90 and Wandermere.
- Establish a four-lane limited access facility with a pedestrian/bicycle trail system and park-and-ride lots between I-90 and Wandermere with interchanges at SR 290 (Trent Avenue), Wellesley Avenue, Francis Avenue/Freya Street, Parksmith Drive, US 2, US 2/Farwell Road, and US 395 at Wandermere.
- Complete the ultimate build out of the facility, resulting in eight lanes from I-90 to Francis Avenue (two of which may be high occupancy vehicle [HOV] lanes), six lanes from Francis Avenue to US 2 (two of which may be HOV lanes), and four lanes from US 2 to US 395 at Wandermere (no HOV lanes).

Public Input Affecting Design

Your opinions and ideas make a difference - please see the back page of this newsletter for information on how to contact us with your thoughts.